

RUNWAY PROTECTION ZONE

CLEARING THE WAY FOR THE NEW RUNWAY



Photo by Bordner Aerials

WHY ALL THE CONSTRUCTION AT 24TH Avenue and American Boulevard? The 36.6-acre parcel, owned by the Metropolitan Airports Commission, is being cleared to comply with Federal Aviation Administration design and land use requirements for the new airport runway scheduled to open on October 25. Known as the Runway Protection Zone, the area's primary function is to protect people and property on the ground. When completed, the area will be closed to public access. Structures within the Runway Protection Zone will be limited to air navigation lighting standards and equipment.

NEW RUNWAY OPENS AT MSP IN OCTOBER

INTERVIEW WITH AIR TRAFFIC CONTROL OPERATIONS MANAGER

A NEW RUNWAY UNDER CONSTRUCTION will increase the Minneapolis-St. Paul International Airport's (MSP) operational capacity by approximately 25 percent, helping to reduce congestion and delays at the airport. Part of a \$3.1 billion expansion plan developed by the Metropolitan Airports Commission

(MAC), the runway is scheduled to open October 25. When the runway is being used, increased aircraft noise will impact Bloomington residents who currently experience little or no aircraft noise. MAC will hold informational meetings to answer resident questions about the

runway's use and noise on **Monday, November 14**, and **Tuesday, November 22, at 6:30 p.m.**, at Bloomington Civic Plaza, 1800 W. Old Shakopee Road.

Call MAC's Noise Complaint and Information Line at 612-726-9411 or visit www.macnoise.com for information.

STATE-OF-THE-SCIENCE

ORTHOPAEDIC CENTER

PATIENT CARE, EDUCATION AND RESEARCH UNDER ONE ROOF



TRIA, A ONE-STOP SHOP FOR orthopaedic care, surgery, research and education, opened in Bloomington in June. According to owners, the \$60 million, 100,000 square-foot facility is the nation's most technologically advanced comprehensive center for orthopaedic medical care. The center has 135 employees and 23 physicians, who are expected to perform 7,000 orthopaedic surgeries and conduct 37,000 clinic visits during their first year. Mary Johnson, President and Chief Operating Officer, said service is TRIA's motto in representing the best in orthopeadic care.

"Our three-pronged approach is patient care, orthopeadic education and surgical research all within one facility," Johnson said. "We provide care for professional athletes, but anyone can come here."

Created through a partnership of Park Nicollet Health Services, the University of Minnesota Physicians and the Orthopeadic Center, a private practice, TRIA's physicians serve the athletes of the Minnesota Twins, Vikings, Timberwolves, Lynx, Wild, and University of Minnesota men's and women's teams, in addition to weekend athletes. TRIA offers outpatient surgery, physical therapy, orthotics, prosthetics and prescription delivery.

A paperless and filmless facility, TRIA does not print MRIs and x-rays, or keep records on paper. According to Johnson, digital technology helps increase the speed of care, allowing doctors and nurses to focus more on the patient. TRIA is located at 8100 Northland Drive at the intersection of I-494 and France Avenue. For more information, call 952-831-8742 or visit www.tria.com.



Surgery rooms are linked via video feed to anywhere in TRIA's facility. Students or studying physicians can watch surgery remotely and communicate with the doctors to learn new techniques.

How long have you been with the Minneapolis Air Traffic Control Tower?

I came to Minneapolis Tower in 1982 after spending four years as an air traffic controller with the United States Air Force. I began working with MAC and the communities on noise abatement issues in 1991 as a staff specialist.

Many people ask why ATCT can't distribute flights more equitably on a day-to-day basis. For instance, there are times when aircraft depart over the same areas for weeks at a time. Can you explain why this happens?

The driving factors for how aircraft operate at an airport are wind and weather conditions. Aircraft land and take off into the wind, which determines what runways will be used. Air traffic separation requirements and procedures provide the guidelines as to where aircraft will fly. Having strict rules that are both clear and concise is what allows so many aircraft to safely operate in and out of a busy airport such as MSP.



We often hear concerns about planes flying too low. How does ATCT monitor an aircraft's altitude?

A number of systems are in place to ensure aircraft are flying at a safe altitude. An aircraft's altitude is constantly displayed on the air traffic controller's radar display and the controller is required to advise the pilot if the aircraft is below an acceptable altitude for safety.

Are the controllers aware of and sensitive to the noise concerns of people living around MSP?

The controllers at MSP are well aware of both the communities' noise concerns and also of their own requirements to comply with agreed-upon noise abatement procedures. MAC's evaluations on compliance with noise abatement procedures are required reading material. I also personally summarize my meetings with the various communities and advise the controllers of the public's concerns. Once a noise abatement procedure has made it to the implementation phase, it becomes a "contract" or an "agreement" that we have made with the public. We take these procedures very seriously.

Interview excerpts are from MAC's July 2005 MSP Noise newsletter.